





Legislatures of North and South Carolina to  
the proposed Rail Road.  
Respectfully submitted,  
E. B. DUDLEY,  
ALEX. McRAE,  
O. G. PARSELEY,  
HENRY NUTT,  
A. J. DeROSSET, Jr.  
The Report was accepted, and after some  
discussion, in which Gov. Dudley, Col. Meares,  
David Reid, and O. G. Parseley, Esqrs., took  
part, the Resolution was passed.

The following Resolutions, embracing the recommendations of the Committee upon Taxation, whose Report to a previous meeting had been ordered to be printed for the use of the citizens, were then read.

1. *Resolved*, That application be made to the General Assembly, at its next session, for the passage of an act authorizing the Commission to borrow \$100,000, and to subscribe that amount to the stock of the proposed Road; and to provide for the payment of that sum, that they be empowered to lay and collect the following taxes—one-half of one per cent. on the value of real estate—25 cents on each poll.

2. *Resolved*, That one-half of one per cent. be also levied upon the value of all capitals invested in real estate property, (other than the contents of houses, and of money, stocks, merchandise, bonds, notes, or any other personal property, whatsoever.

Mr. Parsley moved that the first Resolution be amended, so as to substitute \$200,000, as the sum to be borrowed, 1 per cent. tax on real estate, and 50 cents on each poll.

W. A. Wright, Esq., moved that the amendment be amended, so as to insert the words "a sum not exceeding three hundred thousand dollars."

After a very full discussion of the different amendments, in which Gov. Dudley, Col. Meares, Col. McRae, Gen. McRae, Dr. Thos. H. Wright, H. L. Holmes, David Reid, J. G. Wright, George Davis, G. J. McRae, and O. G. Parsley, Esqs., took part, the question was put upon the amendment offered by W. A. Wright, Esq., and it was lost.

The question was then taken upon the amendment offered by Mr. Parsley, and it was unanimously passed.

The first Resolution offered by the Committee was then read as amended, and the question being taken separately upon each tax proposed, it was unanimously passed.

It was then Resolved, that a Committee of three be appointed by the chair to consider and report anew upon the subject of the second Resolution, and the following named gentlemen were appointed: John A. Taylor, O. G. Parsley, Esqs., and Col. McRae, and the second Resolution was laid over.

On motion of J. G. Wright, Esq., it was then *Resolved*, That after the contemplated Rail Road from Wilmington to South Carolina shall have been completed, and the money borrowed by the town shall have been refunded, that the Commissioners of said town shall allot to the citizens thereof, stock in said Rail Road in proportion to the tax which they have respectively paid.

On motion of General McLaee, the meeting then adjourned.

JOHN HILL, Chairman.

EDWARD CANTWELL, Sec'y.

For the Journal.

MR. EDITOR:—With your permission, I will make a few remarks upon a subject which is now agitating the community of Wilmington. I will make them short, and would beg to premise that they are meant in the best spirit, however they may be taken by the reader. We are all anxious to see our Rail Road completed to the South Carolina line. I am sure there is no one more so than the writer; but unfortunately a difference of opinion about the means, has arisen amongst our citizens. A very respectable portion of them, who met in public meeting at the Masonic Hall on Friday last, have resolved to apply to the Legislature for an act to empower the Commissioners of the town to borrow the sum of \$200,000, to be subscribed in the stock of the new Rail Road, and to impose a tax upon the real estate and the polls, within the limits of the town, to pay the interest on this sum. Well now, sir, there are others in the town of Wilmington who are equally interested in this matter, who are strenuously opposed to this scheme, and I fear, from what I can learn in the streets, that a good deal of ill-feeling is already ex-

considered on this subject, and that the consequences of this rupture in public sentiment, may be prejudicial to the whole Rail Road scheme, if something is not done to heal the breach. What can be done? Certainly nothing, if men will not be reasonable. Both parties are warm—and it is certain that both parties have an equal right to think and act in the matter. Well, what is to be done? The tax payers of the town of Wilmington are the persons interested. They ought to decide the business. But how are they to decide? What would both parties think of the following proposition. Suppose a committee of three intelligent respectable citizens was deputed to take the matter in hand, and make it their business to call upon each and every one of the tax payers in town, and ascertain from them their sentiments on this all-important question. Let this committee be paid a fair compensation for

their services, and let them open two lists—one for those against taxation, and one for those in favor of the scheme. Let them put down the amount of taxes which each now pays, and then let them add up these respective columns. In this way it could be ascertained what the real state of public sentiment is on the subject. For if it is the fact that there are a majority against the scheme, most assuredly the Legislature will not pass the act.—And I am certain that those who are opposed to the measure will adopt every means in their power to place the Legislature in possession of the facts. Would it not be better to adjust our affairs at home, without carrying our quarrels to Raleigh? I think it would. Let those who are for the measure take some steps to ascertain whether a majority of those who are most deeply interested, are for the scheme. This, I think, would be fair, and I think, under the circumstances, it would be prudent. Every body knows that if the advocates of taxation were to fail in getting the Legislature to pass

...in getting the Legislature to pass the act, the consequence would only be to create dissensions without effecting any good. Let some measures be taken to restore harmony on this all-important question.

**A CALM OBSERVER.**

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**SENATORIAL ELECTION.**

The special election, held in the Senatorial district composed of the counties of Brunswick, Bladen and Columbus, was held on the 26th ultimo, and the result was as follows:

	Russ.	Wooten.
Brunswick,	137	180
Bladen,	107	180
Columbus,	42	233
	312	500

Wooten's [dem.] maj. 188.

*Very good.*—The *Roanoke Star* says the main reason the b'hoys are anxious to whip Mexico is, because she refused to treat—*Nationalistic Sentinel.*

A mere underbitten. *Durley* says the boys are determined "to *hugger*" long before she can get a word in edgewise. *Free Press.*

refused to treat.—*Durington, N. H.* 1880.



Mr. Editor: I know that a great deal has been said on the Rail Road question, but still I hope that being a subject of so much importance to this region of North Carolina, I may be pardoned for again introducing it in your columns. I am a plain man, and may not be able to convey my thoughts in the same flowing language which many of your Wilmington writers employ. But feeling as deeply as I do in the matter, and believing that a crisis has arrived when every lover of the prosperity of the Old North State should add his mite to help on the movement, I will, with your permission, say a few words. And in the first place, let me remark, that some people, Whigs as well as Democrats, seem to have taken up the idea that the construction of a Rail Road from Wilmington to the South Carolina line will only enable to the benefit of town folks. Now, I don't live in Wilmington; indeed, I live nearly seventy miles from town, yet I think and believe that this is an erroneous opinion. For I believe that I am to be benefited by the failure or success of the scheme, near about as much as the people of Wilmington. Not, it's true, as directly and as palpably, perhaps, but certainly in the long run as essentially as they will be. And I am fully convinced that if the people of the surrounding counties would reflect for a moment, and examine for themselves, they would be as anxious for the construction of the "Connecting Link," as it is called, as any man in town. Is it not a matter of moment that that place where we have all to carry the product of our labor for sale, should be in a prosperous condition? Most undoubtedly it is. Again, is it not a very important matter with the people in this section of the State, that men of enterprise and capital will find inducements to settle in Wilmington? But, say those who have not thought much of the matter, Wilmington is in a prosperous situation now. She has doubled her population and her business during the last ten years, and what more can the people of that place want? This is all true. But I would ask if the people of Duplin County, and of every County that trades to Wilmington, has not participated in this prosperity. I know that they have. I have been benefited; and I presume that others have been benefited in the same manner. The cry is, however, that Wilmington wants everything, and that the people of that place are a greedy, grasping set of folks, who would eat up the country people at a mouthful, if they had a chance. This is foolish. But, say some, what if the Road is not built. Will the failure of the scheme annihilate Wilmington? say those who don't think of the matter properly? I say that, in my humble opinion, from all I can learn, that if the Road is not commenced within twelve months from the present time, the present prosperity of the town, and of course of the surrounding country, will take a down hill course, which will be even more rapid than its recent rise. Why and how, it may be asked? I believe it is admitted, by every man who knows any thing about the matter, that the present prosperity of the Wilmington and Raleigh Rail Road. Well, I have taken some pains to inform myself on the subject, and from all I can learn, I am fully convinced that if something is not now done—if the Road is not continued—this great work, costing about two millions of dollars, must inevitably go down. There is no man who would not regret this. The very last time I was in Wilmington, in the course of a conversation which I had with a very intelligent man of that place—one too, who, from reasons unnecessary to mention, had a right to know the truth—told me, that if any accident was to happen to the Company's boats, that operations would have to be stopped, as the Company would not be able to replace them. This I believe. I tell you, Mr. Editor, I think every man who trades to Wilmington, should take this matter in hand. I am a Democrat, and I know that it is a false impression which has taken possession of the minds of some people that the Democratic party are opposed to Internal Improvements. They are not when they are works that are really required by the wants of the community, and when they are carried on properly. Moreover, I feel convinced that the Democratic members of the General Assembly from this section of the State, will exert themselves as much as any men, in obtaining a liberal charter for the new enterprise. This, I feel assured, every Democrat will oppose. But on the other hand, I think that the members from this portion of the State, of both parties, will go for a liberal charter for the new Road. Especially do I think so, when they have reflected that the State owns six hundred thousand dollars worth of stock in the Wilmington and Raleigh Rail Road, which, if the connecting link is not built, must be a total loss. The Fayetteville and Raleigh people are talking largely about building a Road from the latter place to South Carolina. Well, to this I have no objection. Not a bit. Let both Roads get a liberal charter, and to use a rather vulgar expression, let the longest pole take the Persimmons. One thing is certain, the Rail Road communication must be made some where, and I think that there is no man in this section of the State who will not lend a helping hand to the Wilmington scheme. It is the most feasible—will benefit the State at large the most, and will pave the way for the eventual connection of the rich south western counties with the sea board.

Mr. Editor, I have, perhaps, said too much already, although I fear, little to the point, but really I feel so much on the subject, and feel, too, that our people in the country ought to be thoroughly awakened to the true state of the case, to approve of the scheme with their whole hearts and souls, that I could write a great deal more, but hope that some able pen may be wielded in the good cause. Respectfully yours,  
A DUPLIN DEMOCRAT.

THE FAREWELL OF WASHINGTON.  
The unity of government, which constitutes you one people, is also now dear to you. It is justly so; for it is a main pillar in the edifice of your independence, the support of your tranquility at home, your peace abroad; of your safety; of your prosperity; of that very liberty which you so highly prize. But as it is easy to foresee that, from different causes and from different quarters, much pains will be taken, many artifices employed, to weaken in your minds the conviction of this truth; as this is the point in your political fortress against which the batteries of internal and ex-

ternal enemies will be most constantly and actively (though often covertly and insidiously) directed, it is of infinite moment that you should properly estimate the immense value of your national Union to your collective and individual happiness; and should cherish a cordial, habitual and immovable attachment to it, accustoming yourselves to think and speak of it as the palladium of your political safety and prosperity; watching for its preservation with jealous anxiety; discountenancing whatever may suggest even a suspicion that it can in any event be abandoned; and indignantly frowning upon the first dawning of every attempt to alienate any portion of our country from the rest, or to enfeeble the sacred ties which now link together the various parts.

THE GOVERNOR'S ELECTION.  
Below we give the official vote for Governor of the State, at the late election; also the vote of 1844, showing the difference between the votes of 1844 and 1846:

Counties.	1844.	1846.
Anson.	506	1073
Ashe.	367	561
Beaufort.	489	887
Bertie.	409	507
Bladen.	499	271
Brunswick.	311	335
Burke.	496	875
Cabarrus.	305	753
Caldwell.	427	751
Camden.	260	544
Carteret.	94	518
Caswell.	332	454
Catawba.	1088	277
Chatham.	794	1153
Cherokee.	000	000
Chowan.	188	286
Cleveland.	720	336
Columbus.	342	180
Craven.	622	681
Cumberland.	1070	603
Currituck.	485	137
Davidson.	688	911
DeWitt.	354	508
Dobson.	268	397
Duplin.	656	246
Edgecombe.	1410	118
Fleming.	710	637
Gates.	381	359
Greene.	199	253
Granville.	985	976
Guilford.	483	1920
Henderson.	378	569
Hertford.	328	569
Hoke.	206	193
Hydrant.	268	308
Irrell.	189	401
Johnston.	579	1527
Jones.	153	195
Lenoir.	356	198
Lincoln.	173	911
Macon.	285	317
Martin.	323	216
McDowell.	000	000
Mecklenburg.	1242	808
Moore.	513	584
Montgomery.	107	586
Nash.	424	697
New Hanover.	1101	283
Northampton.	602	514
Onslow.	553	178
Orange.	1555	1756
Pasquotank.	177	593
Perquimans.	217	368
Person.	622	287
Ramoth.	726	101
Randolph.	318	1082
Richmond.	113	678
Robeson.	599	559
Rockingham.	981	449
Rowan.	736	809
Rutherford.	433	1402
Sampson.	727	461
Stokes.	816	317
Surry.	1165	1105
Tyrrel.	1023	1032
Union.	137	311
Wake.	000	000
Warren.	1271	1073
Washington.	716	127
Wayne.	136	368
Wilkes.	167	1333
Yancey.	615	310

NOTE.—Catawba (a) votes with Lincoln; McDowell (b) with Burke; Union (c) with Anson and Mecklenburg.

CAPT. MAY AND HIS FIRST COMMISSION.

A Washington correspondent of the Philadelphia Ledger, in announcing the nomination of Capt. May as Brevet Major Lieut. Colonel, states a singular fact in connection with his original appointment as Lieutenant of Dragoons. During Gen. Jackson's administration, young May, but then a boy, and expert in horsemanship, was hoping for a military appointment. A Lieutenant's vacancy occurred in a regiment of dragoons. May heard of it, and mounted his horse, dressed with fustian jacket, and pantaloons of fustian, in huntman style, and dashed from Brown's Hotel, on the Avenue, up to the President's House, and on to Georgetown, through mud, rain and everything else. Upon arriving there, he turned his horse's head "back again," and dismounted at the portal of the President's House, covered with mud. Says he to O'Neil, then the door-keeper, "Jenny, I want to see the President."

"He is in the Cabinet council to-day," says Jenny.

"But I must see him," says May.

O'Neil, looking at the rider and the horse, imagined the visitor to be bearer of an important government despatch, and immediately retired to make the announcement to General Jackson. The old General, with his characteristic promptitude, directed his cabinet to withdraw, and the stranger to be ushered in. Young May, an elegant lad, six feet and beautifully proportioned, cap in hand, made his bow to the President.

"What is your business, young man?" asked the old hero.

"I learn, sir," said May, "that there is a vacancy in the Lieutenantcy of Dragoons, and I have rode, sir, a long distance, through mud and sleet, to ask of you the appointment."

Jackson, astonished, scanned him from head to foot, and from the scrutiny, judged that he had about him the material of a soldier. Said he, "Are you a good horseman?"

"My horse is at the gate," said young May, "see me mount and dismount."

The old General, struck with the appearance of the young man, followed him to the grounds in front of the Presidential mansion. May mounted, rode, and dismounted, as man never did before. This occurred during the Florida war. The old General asked him whether he could kill an Indian?

"Yes," said May, "kill him, by —, and eat him!"

The next day May was Lieutenant of Dragoons!

CONGO SQUARE CHARACTERS.

"Miss Josephina," said this, cherry-lipped-looking negro, on Congo Square, last Sunday, to one of Africa's daughters, "Josephina, will you dance nigger de antipashun ob dancin a Werginy red wid 'um?"

"I don't ascent to dance walgarcious dances ob dat sort, Mr. Cassius," said Miss Josephina, turning up still higher her well rounded upper lip, turning it up till it fairly tickled her nose. "I dances only de Polka!"

"Well, Miss Josephina," said Cassius, "you is a peg above dis nigger's notch dere; I doesn't know de Polka dance myself, less it is what we calls de pig's jig. But Miss Roxana," said Cassius, addressing another Ethiopian of the opposite sex, "t'pays you'd go

through a Werginy red wid me, just for Emerald vegetables?"

"No, Mister Cassius," said the romantic Roxana, "I dances notin but de Missouri. 'De what?' said Cassius, opening still wider his ghoul-like optics.

"De Missouri," said Cassius, ob course," repeated Roxana, emphatically.

"Den you dances de Missouri, does you?" said Cassius, "well, I drinks de Mississippier, so I thinks you aint far ahead ob dis child here. But I sees how it is with you and Miss Josephina; you goes in for buildin' up de modern definition ob signifying society, but I goes in for de old fashioned break down. Nigger," said he, addressing the old banjo player, "gin us 'Natchez under de hill,' and I goes it lone."

And away he went it with a perfect looee—N. O. Della.

FAYETTEVILLE MARKET—Oct 31.

Sales of most of the arrivals of Cotton since our last, made at 8 3-4, and we may now quote that as the going price, and considerable Flour very scarce, and sales made from wagons as high as \$6.00. But little Peach or Apple Brandy offering.—North Carolinian.

CHARLESTON MARKET—October 31.

Cotton.—Sales of the week 11,476 bales, at 8 to 10 cents.

Rice.—Sales 2300 tierces old and new, at 7-8 to 4 1-8.

Rough Rice.—Sales about 16,000 bushels, at 90 cents to \$1.

Beacon.—The market has been quiet during the week, owing to the very limited supply on sale; in fact with the exception of two or three parcels sold to arrive, on terms not made public, nothing has been done.

Lard.—This article has also become scarce, in consequence of which, holders have realized advanced rates. Several small lots have changed hands at prices ranging from 7 1-4 to 8 1-4 c., and there are those who are asking 8 1-2 c. for a prime article.

Coffee.—On Tuesday upwards of 1200 bags old Rio were sold at auction, at prices ranging from 7 1-2 to 7-8; chiefly from 7 1-4 to 7-8 to 8 1-16; and 200 bags new green Cuba Coffee from 7 to 7 1-2 c.

Molasses.—There was also an auction sale on Tuesday, of Cuba molasses. About 160 hhds. sold at 16 3-4 and 17c., the bulk at the latter figure, and a small lot in tcs. and bbls. at 21 and 22 c. per gallon.

NEW ORLEANS MARKET—Oct. 22.

Sales of 800 bales cotton at previous prices; 45 hhds. sugar at \$5; molasses 28 cents; Ohio and Illinois flour \$5; corn 67 cts; prime pork \$8.20; 14,000 lbs. bacon sides at 47-8c.; prime beef \$7.50.

NEW YORK MARKET—October 31.

Turpentine, Wilmington, soft, \$ 3 50  
do Newbern, " 4 30  
Spirits Turpentine, " 49 3 60  
Tar, " 2 00 2 12 1/2  
Rice, per cwt. 3 75 4 62

Naval Stores.—Since the advance obtained on the receipt of favorable news by the Calcutta, Turpentine has been rather quiet, but steady, with some sales at \$3 50 per 280 lbs.

Spirits Turpentine has not been so active at the advance previously noticed, (say 2 cents per gallon since the arrival of the steamer,) and in some instances sales have been made a shade lower, still there is no perceptible decline in prices, and the stock remaining is very light; the transactions (large and small) have been principally at 49 1/2 cents, cash, and 50 1/2 cts. for delivery.

We note sales of 1000 bbls. North Carolina Rice at 55 cents, delivered, and small lots of Tar, for home use, at \$12 1-2 per bbl.

Rice.—The market since our report of Saturday last has been languid, with a decline on middling and inferior parcels of about 1 1-2 cents per 100 lbs., while the prime steady at the advance previously noticed, (say 2 cents per gallon since the arrival of the steamer,) and in some instances sales have been made a shade lower, still there is no perceptible decline in prices, and the stock remaining is very light; the transactions (large and small) have been principally at 49 1/2 cents, cash, and 50 1/2 cts. for delivery.

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TO THE PUBLIC.  
WILMINGTON, NORTH WATER STREET, 1846.

I AM not in the habit of appearing in the public journals by my own consent, but I now feel that I am compelled to come forward in justification of my character, on account of an article published in the Wilmington Commercial, edited by Loring & Stringer, headed "Commitment."

"The Commercial" seems to wish to cast some reflection on my character by the manner of his publication, in saying that "Mr. J. R. Shine was found in the store of Mr. J. Wesel, a Dutchman." Mr. Shine is a young man that I never had much acquaintance with, and when he came into my house on last Sunday morning, in company with Mr. B. Bourdeaux, the Overseer for John Walker, Esq., I did not know him, at first, he was so much disguised; he, however, made himself known to me in a few minutes.—I then asked him where he had been; he answered, he had been with Mr. Bourdeaux, and he was going back with him. I was not aware that Mr. Shine was a fugitive, and the citizens of Wilmington were in vigilance for him. When he came into my house, Major J. Orrell was there, and he made himself known to the Major—they then conversed together for a short time, he, Mr. Shine, making his threats and showing his weapons. I think Mr. S. did not stay in my house longer than one hour, at the farthest.

After the police came to my house to arrest Mr. S., and I was asked whether Mr. S. was here? I at first answered them in the negative: having been induced to do so from proper motives; but in a few minutes gave Mr. J. Morris the desired information, and advised Shine to submit peacefully, which he did. I say that I was induced to answer in the way that I did, from proper motives. I saw and knew that Shine was armed with dangerous weapons, and he said that he intended to use them if necessity required. So that, to prevent, if possible, any serious consequences, I was induced to manage the matter in the safest manner to prevent the effusion of blood.

Now I leave the matter to the citizens of Wilmington to judge whether I am right or wrong. In conclusion I would say a few words to the Commercial. One of the Editors of the Commercial thinks himself very smart when he places so much emphasis on the word Dutchman. It is a pity that he had not stayed in John Bull's land long enough to study history sufficiently to know the geography of his nation. But the good citizens of Wilmington will find that some publications are fabulous, and I should not be surprised to find that the King of France was still alive; and I should not wonder if there was a "Telegraph" erected across the North Sea, between Germany and Great Britain, we soon should hear the news: the Dutch have taken Holland.

J. WESSEL.

4500 LBS. N. C. Bacon Hams, a very superior article, 20 kgs N. C. Land, from 80 to 100 lbs each, strictly prime and very white.

50 bbls. Canal Flour, half bbls. do. Buckwheat, in boxes, kgs and barrels, Mackerel, in kits, half-barrels and barrels, Dried Apples, Dried Peaches, Salina Salt, in bags and barrels, Salt Suet, Crushed and powdered Sugar, &c. For sale N. G. [S] by HOWARD & PEDEN.

J. ATWOOD, PORTRAIT PAINTER.

FROM PHILADELPHIA, who are desirous of their Family Portraits will please make early application. His Rooms are over Doct. Evans' Drug Store, Exchange Buildings, Nov. 6, 1846. [S]

ARRIVED.  
Oct 29.—Schr A F Thorn, Sanford, N. Y., to E J Lutterloh.

30.—Brig Tangier, Park, Seaport, Me., to Potter & Kiddle.

Brig Fox, Smith, Martinique, to J Gammell.

Left Schr Enterprise, to sail for this port next day. The only American vessel there.

Br Brig Enterprise, Cook, Yarmouth, N. S., to G W Davis.

Schr Chas Hopkins, Godfrey, Lockwood's, Folly, to G W Davis, Griffin, New York, to R V Brown.

31.—Brig Grandee, Keller, Thompson, Me., to E J Lutterloh.

Nov 2.—Schr Olive, Smith, New York, to E J Lutterloh.

3.—Brig Orchilla, Harding, Martinique, to J Hathaway & Son.

WILMINGTON MARKET.—Nov. 5.

Naval Stores.—Our last review left our naval store market buoyant, though fluctuating. The rise mentioned last Thursday has been fully maintained, with now and then an advance on former quotations. For the last day or two, we have had rainy weather; and there is a probability of a considerable rise in the rivers, which will evidently bring down produce much more plentiful than for some time back; consequently, to day purchasers seem to be holding off, and shew but little disposition to operate. The stock on sale, however, is very light. Notwithstanding this feeling exists at purchases, a sale was made this morning at \$12 1-2 for yellow, and \$3 25 for Virgin dip. This is a fraction less than sales have been made at during the week end to-day. Some sales having been effected at rates as high as \$3.80. Spirits Turpentine.—This article has been offered at previous quotations, (45 cents,) but purchasers refuse to give it. We have heard of no transactions since our last report. Rosin.—We can hear of no sales in this article. Tar.—This article is in much demand, and is very scarce. A few small lots found their way to market on Saturday and Monday last, and brought \$2 15 and \$2 25. We know of no arrivals since then.

Timber.—The timber market is active, and last sales were made at from \$5 to \$3; supply small. There is no shipping Timber on the river.

Lumber.—Flooring boards are dull. Some few saws waiting sale. Wide boards none; last sales at \$6 50.

Scantling.—There is a slight demand for Scantling; last sales at \$4 50.

Shingles.—Sale of a cargo fresh Thompson, at 25 cents per cent.

Shingles.—2 to 22 50, per M.

Corn.—A cargo of upcountry arrived since last Thursday. We have been unable to ascertain the price it was sold at. It was held at 80c. There is none afloat.

Bacon.—A large business has been done in all descriptions since our last report, and there remains a large supply on hand waiting sale. In a word, we may say the market is perfectly glutted. We quote Hams at 9c. for highest rates of latest sales; Shoulders 7c; Middlings 7 1/2 cents.

Lard.—The market is well supplied. We quote for last sales 8 1/2 cts.

Meat.—Has gone up a little. The article is commanding 8 1/2 cts. The market is, however, fairly supplied.

Peas.—Ground—last sales are reported at 91c. This article begins to come in freely, and the crop bids fair to be an average one. The quality of the Peas are said to be very good.

Flour.—Ohio supplies, we hear, commands \$6 75 per bbl. Canal 57, with a fair supply on hand. Fayetteville is scarce—it brings about \$6 25 per bbl.

Brig David Dimes, Cotton, New York, to G W Davis.

Brig Warriner, Brewster, New Haven, Mass., to John Gammell.

Brig Wanderer, Smith, Bath, Me., to master.

Schr G W Davis, Master, New York, to G W Davis.

Schr Marion, Brown, Little River, to G W Davis.

Schr Royal Purple, Price, Lockwood's, Folly, to G W Davis.

Oct 30.—Schr John Hartman, Paulin, Phil. by E J Lutterloh.

31.—Brig J T Conaster, Loveland, Richmond, Va., by E J Lutterloh.

Nov 2.—Schr L P Smith, Brewster, N. Y., by R W Brown.

3.—Schr Chas Hopkins, Godfrey, Jackson-sonville, by G W Davis.

4.—Packet Schr J D Jones, Griffin, N. York, by R W Brown.

Brig Tangier, Park, Havana, by Potter & Kiddle.

Nov 6.—Schr A F Thorn, Sanford, New York, by E J Lutterloh.

MARRIED.

In Sampson county, on the 11th ult, Mr E G Ward, of Duplin county, to Miss Mary J. daughter of James Robinson, Esq.

In Sampson county, on the 20th ult, by the Rev H. A. Monroe, Major Neill McDugall, of Bladen county, to Miss Margaret J. daughter of George Robinson, Esq., of Sampson.

In Raleigh, by Rev. Dr. Mason, Mr. Wm. M. Boylan, to Miss Mary A. Kinney. Also, by Rev. Mr. Campbell, Henry L. Evans, to Miss Lucy B. daughter of the late William H. White.

At Williamson, Martin county, on the 13th ult, by the Rev. Joseph B. Cheshire, James W. Strange, Esq., of Fayetteville, to Miss Mary S. daughter of the late Samuel Hymen.

DIED.

In this town on the 30th ult, aged 32 years, 5 months and 22 days, Mr. Nathaniel H. Dick-son. The deceased has left a wife and two small children to mourn his death.—Com.

In this county, on the 31st ultimo, of bilious fever, Mrs. Mary E. Murray, aged 36 years, consort of Mr. David Murray. The deceased was a member of the Presbyterian Church; she was kind and tender mother, an amiable wife and obliging neighbor, an ever ready helper, and a large circle of friends, relatives and acquaintances to mourn her irreparable loss.—Communicated.

In New Hanover county, on the 22d ult, Samuel Henry, only son of Samuel B. and Elizabeth Rivenhall, aged 1 year and 10 months. The child had the diphtheria, which he contracted yesterday under such favorable auspices, being blessed by the touch of death, and the rising hopes of devoted parents lie buried in the ground. But blessed be God, they are not deprived of all hope, for with the royal Psalmist, they can in the exercise of a living faith, say, "We will go unto him; but he will not return to us. Why should we ruin our heart, or fret?"

No more he'll visit us; Our souls will mourn to him at last; And there our child will see.—Com.

In Onslow county, on Friday, the 30th ult, Mrs. Nancy A. Spicer, consort of John F. Spicer, Esq., aged 33 years. Deceased was one of those who were possessed of many virtuous and amiable qualities, and was highly respected by all who knew her; she was a loving and kind companion; a kind and affectionate mother, and a benevolent and obliging neighbor; and was for some time a faithful and consistent member of the Baptist Church, and died in the full faith of a blessed immortality. Blessed are the dead who die in the Lord. She has left a husband and five small children, and a large circle of relations and friends to mourn her irreparable loss. Hear what the voice from heaven proclaims! For all the pious dead; Sweet is the Saviour of their names, And soft their sleeping bed.

They die in Jesus and are blessed; How calm their slumbers are From sufferings and sin released. And freed from earthly care.—Com.

In Sampson county, Miss Mary Ann Collins, of Fayetteville, aged 21.

In Duplin county, on the 28th ult, Mr. Thomas Wright, aged about 85.

In Jones county, Mr. James G. Heritage, aged about 60 years.

In Kinston, Lenoir county, Dr. Royal R. Canfield, aged 38 years.

In Randolph county, Mr. Daniel Pearce, in the 78th year of his age.

Brig David Dimes, Cotton, New York, to G W Davis.

Brig Warriner, Brewster, New Haven, Mass., to John Gammell.

Brig Wanderer, Smith, Bath, Me., to master.

Schr G W Davis, Master, New York, to G W Davis.

Schr Marion, Brown, Little River, to G W Davis.

Schr Royal Purple, Price, Lockwood's, Folly, to G W Davis.

Oct 30.—Schr John Hartman, Paulin, Phil. by E J Lutterloh.

31.—Brig J T Conaster, Loveland, Richmond, Va., by E J Lutterloh.

Nov 2.—Schr L P Smith, Brewster, N. Y., by R W Brown.

3.—Schr Chas Hopkins, Godfrey, Jackson-sonville, by G W Davis.

4.—Packet Schr J D Jones, Griffin, N. York, by R W Brown.

Brig Tangier, Park, Havana, by Potter & Kiddle.

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